

Problem

I-15 from 10600 South in Salt Lake county to Santaquin City in Utah county is heavily congested and segments of the freeway do not meet current safety standards. The corridor is fast approaching capacity and conditions will worsen by 2030, resulting in level of service E and F in almost all of I-15 with no major through north-south arterials to provide relief. Population growth in Salt Lake and Utah counties is projected to increase by 54 percent and 87 percent, respectively, by the year 2030. Furthermore, 54 percent of Utah's jobs are located in these counties and are projected to increase to 70 percent. Housing units in Utah county will increase 99 percent by 2030. These projections will double traffic volumes on I-15, resulting in increased travel time, increased crash rates and will affect the quality of life in the entire region.

Purpose*

Address anticipated north-south mobility needs within the I-15 corridor through 2030.

Goals*

- Improve national, regional and intra-county movement of people and goods
- Provide regional transportation improvements that accommodate the different north-south trip origins and destinations in the I-15 Corridor
- Provide a multi-modal solution as part of an overall transportation network
- Provide a cost-effective transportation solution
- Avoid, minimize and mitigate adverse impacts to the natural and built environments
- Encourage a transportation system compatible with locally adopted growth, land use and development plans
- Eliminate design deficiencies on I-15, to improve operation and safety
- Incorporate UDOT Context Sensitive Solution (CSS) goals and principles into the project namely, that address project transportation needs in a way that is an asset to the community and is compatible with the natural and built environment

*Based on concurrence from resource agencies, UDOT, UTA FHWA, and FTA at meeting held on January 26, 2005 in Salt Lake City at FHWA headquarters.